



# GREENSBORO URBAN AREA

## Transportation Advisory Committee

### TRANSPORTATION ADVISORY COMMITTEE

**Minutes of January 31, 2001**  
**10:00 a.m. Greensboro, NC**

#### **TAC MEMBERS PRESENT**

Sandy Carmany	TAC Chair, City Council
Robbie Perkins	City Council
Mary Rakestraw	Board of County Commissioners
Chairman Bob Landreth	Board of County Commissioners
Don Vaughan	City Council

#### **OTHERS PRESENT**

Jim Westmoreland	TCC Chair / GDOT	Paul Muschick	News & Record
Anson Gock	NCDOT – Public Transp.	Jim Ayres	Pleasant Garden Town Council
Mike Mills	NCDOT Division 7	Denys Vieklanowitz	NCDOT – Traffic
Scott Walston	NCDOT Statewide Planning	Pat Strong	FHWA
JoAnn Oerter	NCDOT	Kay Batey	FHWA
Libby James	GTA	Ann Lorscheider	NCDOT
Adam Fischer	GDOT	Kenn Fink	Kimley-Horn
Tyler Meyer	GDOT	Greg Krueger	Kimley-Horn
Scott Rhine	PART	Veronica Dunlap	GDOT

Ms. Carmany stated that since there was not a quorum present yet, she would move the Business Items until a quorum was met.

#### **BUSINESS ITEMS**

##### **Bryan Boulevard Relocation Project**

Mr. Westmoreland introduced Kevin Baker and Mickey Elmore with the Piedmont Triad Airport Authority to give a presentation on the Bryan Boulevard Relocation Project. Mickey Elmore explained some of the road changes at the airport which will take place under the 2005 Development Plan. He presented a map showing the present major roadways surrounding the airport, the airport runways and the terminal building. He noted NCDOT is currently working on

land acquisition for Painter Boulevard that will run from Bryan Boulevard to I-40. One of the major projects will be a proposed new runway. The proposed alternative is a 9,000 foot runway.

Mr. Elmore presented a map showing the proposed relocation for Bryan Boulevard from Old Oak Ridge Road; a portion of Old Oak Ridge Road will be relocated. Regional Road will be relocated because the FAA has mandated a safety overrun for Runway 1432; this project is already under construction with the first portion to be opened the first part of March. The State will replace the Inman Road interchange with a new Old Oak Ridge Road interchange. He presented illustrations of how the airport will be accessed from the new interchange.

These changes will minimize the impact on the wetlands, minimizes land acquisition, and will eliminate the need for a tunnel. The Corps of Engineers signed off on the wetlands and when the interchange was designed, they made sure that they had the smallest crossing that they could to minimize wetlands impact. Mr. Elmore said he did not know how much opposition there will be to crossing the wetlands. However, they have done everything that the review agencies asked of them; Environmental Engineers were hired to help look at it, to help reduce the impact, and they are looking at mitigation measures to be taken. They feel that they are doing the best they can do.

The additional runway and a cargo site have been planned by the Airport Authority as far back as 1968 when they were put on the Master Plan. The new roadway design will separate FedEx traffic from roadway traffic so that FedEx truck traffic will not interfere with airport traffic entering the airport. The portion of airport property needed for these changes will be donated to the State for rights-of-way, the same as when Bryan Boulevard was built in front of the airport.

Construction for the relocation of Bryan Boulevard is to start in 2002 and will probably take 2-3 years to complete. If I-73 comes to fruition, it will tie in easily and would not affect the interchange.

Mr. Perkins commented that lots of very expensive houses are being built off Cude and Pleasant Ridge Roads in subdivisions that will have septic tanks. He felt if this continued, there would be many problems in addition to those that already exist.

Mr. Westmoreland suggested that the proposed plans for the Sandy Ridge Road connector, the proposed I-73 routing, and an airport connection be brought back to the TAC as a presentation. He felt the TAC then could better understand the dynamics of that system and how it is evolving. Scott Walston with NCDOT is the Project Manager for that project.

Ms. Carmany said there was now a quorum present so they would go back to the Action Items on the agenda.

## **ACTION ITEMS**

### **Approve Minutes of October 31, 2000, meeting.**

Mr. Landreth moved the approval of the October 31, 2000, minutes as written, seconded by Mr. Vaughan. The Board voted unanimously in favor of the motion.

**Approve Revision to the Public Involvement Policy.**

Mr. Meyer stated that the Public Involvement Plan revisions were reviewed and discussed at the October meeting. The intention of the revisions is to increase the efficiency and effectiveness of the MPO's Public Involvement efforts. The revisions were put out for public review with the MTIP. While comments were received on the MTIP, none were offered on the Public Involvement Plan. TCC this morning recommended the TAC adoption today.

Mr. Vaughan moved approval of the item, seconded by Mr. Landreth. The TAC voted unanimously in favor of the motion.

**MTIP Minor Amendment: Multi-Modal Transportation Center.**

Mr. Meyer stated the Multi-Modal Transportation Center is nearing construction. It is a complex project with several different funding sources. This amendment will bring the last two funding pieces into place.

The first one will provide additional funds to support revised facility construction estimates. These funds have been identified by the State to cover that shortfall. The State matching funds and the Local funds have also been identified. The total amount of funds is about \$2.4 million and from the Federal Transit Administration 5307 funding category.

The second project change is to take some of the 5307 funds already committed to this project and flex them back over to the Federal Highway Administration to administer under the Enhancements Program category. That is being done for the additional flexibility needed to allow those funds to be used on the intercity rail portion of the project.

Along with this amendment, he said he had been advised that the TAC needs to pass a resolution also requesting the necessary administrative action be taken by FTA or FHWA and the State.

Mr. Perkins moved approval of the item, seconded by Mr. Landreth.

Mr. Westmoreland said in regard to the status of the depot, they have the first of two contracts out for bid. The first is an abatement contract for removal of asbestos or lead paint in any of the buildings, and make the site clear for the general contractor. They hope to award that in March, with construction to begin shortly thereafter. That will be followed by the prime contract. The hope is that construction will begin around the 1st of July with a completion date of October, 2002.

The daycare component of this facility is still in the plans. A tenant would be signed up for the space during the construction phase of the project. Requests for proposals were sent out for the daycare and at that time only one proposal was received from NC A&T University. There will be another solicitation process based on changes that have occurred since that time. The intended purpose for the daycare was to serve downtown workers and patrons of the bus system with a convenient childcare alternative. Concerns have been voiced that a daycare might not be the most appropriate use of that space.

Ms. James added that if the daycare facility and the central transfer location are together, it cuts down on the travel time to get to work. That is where the concept originated.

Mr. Vaughan suggested that this be brought back before the City Council with a presentation before staff spent a lot of time on it.

Ms. Carmany reminded the Board that the item before them was the adoption of the amendment of the MTIP Minor Amendment to allow for the transfer of funds from one pot to another. A motion has been made and seconded.

There being no further discussion, the Board voted unanimously in favor of the motion.

## **BUSINESS ITEMS**

### **Urban Loop Intelligent Transportation System Investments.**

Mr. Westmoreland introduced Joanne Oerter of NCDOT to talk about a proposal to incorporate cameras, variable message signs and communications devices in the Urban Loop projects to help support incident management and traveler information efforts to manage congestion.

Ms. Oerter discussed the proposed Intelligent Transportation (ITS) plans for the Triad Region. She relayed what is currently in place in the Greensboro area, such as cameras, message signs, and a fiber optic network that is the communications backbone. The City computerized signal system, the Incident Management Assistant Patrol (IMAP) program on the Interstates, and the High Point Road reversible lane system were also described. Transit will be incorporated into the system in the future.

Ms. Oerter stated that NCDOT is asking for the MPO's preliminary approval to add approximately \$20 million to the Urban Loop projects for ITS. She maintained that the funds requested would not be subject to the highway equity formula and therefore would not adversely affect other funds in the Greensboro area. She presented a map showing the sketch of the Urban Loop and the proposed projects. The Southern Loop is the first priority, followed by the Western Loop and the Eastern Loop.

Additionally, NCDOT plans a Triad Regional Transportation Management Center in the Greensboro area. They have looked at sites off Chimney Rock Road and Burnt Poplar Road. Mr. Mills added they are looking at the old Coca-Cola site on Burnt Poplar Road. They are trying to do something in conjunction with PART and also to provide some training sites for DOT. NCDOT is also looking at Death Valley and is trying to get CMAQ funds to do ITS upgrades in that area.

Mr. Vaughan suggested that perhaps this Center could be placed anywhere and that cheaper land could be preferable.

Ms. Carmany said she was in Raleigh a couple of weeks ago for the negotiation session on the TIP and was told over, and over, and over again, "We don't have any money so don't ask us for anything else." So all of a sudden now, we have \$20 or \$30 million to put into this. She asked where it came from.

Ms. Oerter said that Division 7 and Division 9 are in the same funding region. Division 7's Urban Loop projects are being pushed back due to environmental reasons, but the monies have already

been allocated for those projects. They are looking to switch those funds to the Greensboro Urban Loop.

Mr. Mills said NCDOT plans to accelerate the portion of the Urban Loop from I-85 to I-40 because of the availability of these funds. Mr. Mills said that not quite half of the right-of-way had been purchased for the Urban Loop at this point.

Ms. Oerter said there will be a Data Clearing House which will collect ITS information. Signal systems from Greensboro to High Point to Winston-Salem, and to Burlington can then communicate together. She explained other devices that will be used for all types of traffic problems to keep the traffic moving along the corridor. Eventually, all four cities in the Triad area will be tied together. She said that depending on communication costs, this should take anywhere from 10 to 15 years.

Mr. Vaughan suggested that TAC, as the ears and eyes on transportation in the area, meet with the General Assembly delegation on future Urban Loop funding levels because Greensboro could very easily get knocked out of the loop down in Raleigh by Charlotte or Raleigh, and not know about it until the session is over with.

Mr. Westmoreland commented that he knew that Mr. Galyon is doing everything in his power to make sure that resources are directed to the Greensboro Urban Loop. Some of the funds from the Market Street interchange removal are being used to move along that segment of the Urban Loop between I-40 and I-85. He has also looked at other funding possibilities that exist within the funding region from the perspective of the Winston-Salem Loop not happening soon enough. He suggested that they talk with Mr. Galyon and see what kinds of things you could mutually incorporate or what kind of strategy could be used by the City Council and County Commissioners, this Board, and the NCDOT Board to look at ways to accelerate funds for the Urban Loop.

Ms. Oerter said ITS does help with the air quality conformity. If you take the ITS component out, then all the TIP projects will shut down in the area because the conformity is based on the assumption that the ITS is there. Charlotte and Durham have been shut down already in the past. Mr. Meyer noted that while ITS clearly has emissions reductions benefits, it would not make or break meeting the current emissions budgets.

Mr. Westmoreland said staff will provide recommendations about this proposal at the next meeting. No action is needed today as this is for information purposes only.

In response to a request, Ms. Oerter stated that after TAC takes action on the proposal it will be reviewed by the NCDOT TIP Amendment Committee. If the TIP Amendment Committee concurs, it will go before the Board of Transportation for approval. Ultimately, it would come back before TAC as an amendment to the MTIP.

### **Metropolitan Transportation Improvement Program Update.**

Mr. Meyer said this update concerned three things that have happened since the October 31st MPO meeting. There have been several public involvement activities. The Metropolitan TIP was released on November 20 for public review and a public meeting was held at the Public Library. There was a small attendance, but a good group with some good questions and discussions. There was a second public meeting on November 28 and that embraced the entire Division 7 area. Several comments

were made concerning the Greensboro area. The second thing that happened was the MTIP negotiation meeting. Also, the need to do a new conformity analysis was established through interagency consultation.

Public comments were received on the draft MTIP. The Town of Pleasant Garden is concerned with Project R-2612. They want the Neely Road junction with US 421 to be a bridge and not an interchange. They would like the project description changed to reflect that this was the preferred alternative under the Environmental Assessment study. They were also interested in taking NC 22 to the Woody Mill Interchange. Those questions are within the purview of NCDOT.

There was a comment about the amount of acreage being cleared in Guilford County. There was a comment concerning water quality and a general concern about the air quality in our area. There were comments from the Danville area, advocating that US 29 be upgraded to I-785. There were comments about improved public transportation.

The MPO negotiation meeting was held January 17<sup>th</sup>. Discussion covered the overall revenue picture, a review of changes since the draft TIP was released, mitigation needs associated with the West Market Street at the Urban Loop Interchange Removal, improvements to the NC 68 Corridor, and the potential for partnership projects and explained some of these. Mr. Westmoreland said the possibility exists to look at State and Federal funds to do the AVL system, and this could be an option.

Changes to the MTIP and LRTP project list require that a new Air Quality Conformity analysis be done. Work on this is getting underway. The analysis locks in the projects, so that further changes to the major project assumptions could cause significant delays. Two things are critical: to meet the schedule for adoption and review agency approval by October 1, 2001; and to meet the Air Quality (Motor Vehicle Emissions) Budget. After a draft analysis is prepared, there will be a 30-day review period by State and Federal agencies. Then the MPO will release the document for public review for 30 days prior to adoption. The Conformity Analysis will be adopted along the MTIP document, and an update to the *Greensboro Urban Area 2025 Long Range Transportation Plan*. This is expected in late July, 2001.

#### **Draft Planning Work Program FY 2001-2002.**

Mr. Meyer said the Planning Work Program is adopted each year to account for the use of the Federal Planning Funds received by the MPO. He reviewed a detailed spreadsheet but directed attention to easier to read summary materials.

The MPO Priority Projects are those projects that are special projects above and beyond the typical work items reflected in the spreadsheet. These are similar to what was included in the last two Planning Work Programs with updates to reflect current circumstances. The outline of funding sources relates funds to be received by source. The majority of these funds are Federal Highway Administration "PL" funds. The Transit Funds will be used by GTA for short range planning purposes. Unlike in previous years, a portion of the 5307 Transit Funds have been set aside for planning purposes.

The draft Planning Work Program is currently under State review. It will be brought up for adoption at the next meeting, along with the MPO self-certification resolution noting compliance to the various Federal MPO planning requirements.

Mr. Westmoreland asked when the Board would know of the changes in MPO designation relative to the new census. He said he suspected the new census results would classify this urbanized area as a Transportation Management Area. That will give additional responsibility to this Board as far as directing programs and certain Federal funds. Once the 200,000 threshold is passed, we will be considered the Transportation Management Area.

Mr. Meyer said that Kay Batey had sent him a memo recently outlining the time frame for releasing the information needed to make any designations. It is anticipated that it will be between April and June of 2002. He explained some of the responsibilities and opportunities such designation would provide. Under FHWA's Surface Transportation Program allocation to Transportation Management Areas, the MPO will gain access to a discretionary pot of flexible highway funds that can be used for highway construction, transit, sidewalks, bikeways, etc. This will also entail teams of Federal Highway Administration and Federal Transit Administration officials coming in and sitting down with us once every three years to review MPO activities to make sure they comply with the Federal requirements.

#### **Update on Western Urban Loop Traffic Mitigation.**

Mr. Westmoreland said they had an opportunity to meet with the State DOT and Ms. Carmany received a letter back from the Secretary of Transportation about the resolution passed a couple of meetings ago relative to the Market Street Interchange removal from the Urban Loop.

From his assessment of the letter, the State has done fairly well in trying to meet our needs and requirements. There are some things that they are doing for us and things on which we will require additional communications.

One of the items was the widening project from International Drive up to Market Street and Gallimore Dairy Road. The State is currently looking to keep that on its schedule in the State TIP that has right-of-way being purchased in 2006 and construction in 2008. From a City perspective, we will try to work with the local Division Office to get that project done a lot sooner.

The proposed Gallimore Dairy Road extension from Market Street to Old Friendly would involve some kind of tunnel treatment that would extend and tie into Friendly Avenue. NCDOT has committed to schedule a feasibility study in the upcoming TIP.

NCDOT will assess how to provide capacity improvements to Stage Coach Trail and Market Street once the Western Urban Loop is completed in that area.

The Division Office has done some investigation into Division-Design-Construct projects for the intersections of Market Street and Guilford College Road, and Friendly Avenue and Guilford College Road. He hoped to report back to the Board on this in the near future about the prospects for getting those projects done on a fairly short time line. The final item was to ask them to consider the long-term impact or evaluation of certain facilities. They have committed to continue to look at the facilities after the Urban Loop is in place in 2005.

Mr. Westoreland said he thought NCDOT collectively did a good job of looking at ways to meet facility improvement needs in the area. He felt they are aware of the fact that there are some real impacts associated with the interchange removal and are going to continue to look at that from the State perspective. The City and the MPO will continue to work to address the needs and impacts as well.

## **OTHER ITEMS**

### **NCDOT Update.**

Mr. Mills reviewed the I-40 widening project and Urban Loop construction. Projects coming up in the Greensboro area include NC 68 improvements, the Bryan Boulevard Relocation, and a median guard rail project on US 29. The Southern Loop is moving along well. He referred to discussions with RF Micro Devices and should have more information on the NC 68 project to share in the near future.

Mr. Westmoreland said one other thing covered in a meeting with RF Micro Devices, is they have asked the DOT to look at the possibilities of a Pegg Road to Thatcher Road connection, basically putting a bridge over I-40 providing an additional way for people who work in that area, to get to Market Street without having to travel on NC 68. This also includes improvements to these facilities all the way from Gallimore Dairy Drive all the way back up to Market Street with a new road that would handle the additional traffic.

Mr. Landreth reminded the Committee about the segment on US 70 in the vicinity of Fourmile Loop Road. Nothing has been done on Old 70 eastbound, where the old section of 70 was cut off. He said there were residents there whose patience was wearing thin.

Mr. Mills said the plans were not finalized, but there will be another connection in that area on US 70. They have to buy up additional right-of-way for the new connection. The logistics of the additional changes are being ironed out.

### **Roadway Bonds Project Planning**

Mr. Fischer described what was going on with the City Transportation Bond Package. Upcoming public meetings include: Franklin Boulevard (February 15th at the National Guard Armory); Friendly Avenue from Holden Road to Westridge Road (February 22 at West Lee Street Presbyterian Church); Lake Jeanette Road from Elm Street to Lawndale Drive;(March 8, Cathedral of His Glory); and Creekridge Road (March 12, Archer Elementary School). A project study will start on Merritt Drive, from I-40 to High Point Road, in the spring and last through the fall. On Wendover Avenue, GDOT has about completed a series of intersection improvements from Big Tree Way down to Bridford Parkway. GDOT is also working with the NCDOT on the NC 68 Corridor Improvement projects.

Mr. Landreth asked if there were any plans to put in an overpass on either end of McConnell Road where there were grade crossings of Southern Railway. Mr. Fischer said there currently was a rail study that is looking at that area as part of the high-speed rail corridor, but he was not sure of all of the details. With the new elementary school coming on line there, there are plans to improve that intersection and the railroad crossing before it opens this fall.



Mr. Landreth said that at the southern end of McConnell Road, there is a 3-lane coming from 70 to McConnell Road, which at that point is a very narrow, 2-lane road. Are there any plans by anyone to widen that from the old city limits down to McConnell Road?

Mr. Westmoreland said that from a City perspective, they had not looked at it, but they can certainly see what the possibilities are.

Mr. Fischer added that there was another phase of the Franklin Boulevard project which will come up later, and the first phase of that is to extend Franklin Boulevard across the A&T Farm and line it up with Florida Street.

A discussion was had on property near the two new schools between Ward Road and Franklin Boulevard as to whether this should be industrial or residential property, and the problem with poor access to these sites, particularly if should they were to be industrial sites.

#### **Regional Planning Update.**

Ms. Carmany welcomed Scott Rhine to the TAC meeting. He is now an official employee of PART. He comes to us from NCDOT and has a lot of good ideas, and it will be hard to keep up with him.

#### **Funding Update.**

The PART Board at its last meeting agreed to approach the County Commissioners in the five counties that make up PART for permission to impose a 5 percent tax on vehicle rentals.

Mr. Landreth no longer represents the County on PART, Mr. Dorsett is now doing so.

Mr. Rhine said regarding regional planning activities, the “regional land-use plan” will be presented to the Guilford County Planning Board on the February 14th and to other groups throughout the region in the near future.

PART is scheduling a staff retreat to talk in about potential MPO consolidation or coordination opportunities and issues.

Ms. Carmany added that one of the benefits they are hoping might come from a potential combination of the MPOs is when we get designated non-conforming again with the new Federal Standards, it will be easier to work together.

#### **Town Updates.**

None.

#### **Staff Information Items.**

Mr. Westmoreland said there is a revised project update in the packets. This provides information for schedule of ongoing activities with projects within the area. He expressed his appreciation to Mr. Meyer and others for pulling the information together and having it in a simple, straight forward, and acronym-free format. Ms. Carmany said the next meeting was scheduled for February 28th.

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There being no further business, the TAC adjourned at 11:55 a.m.